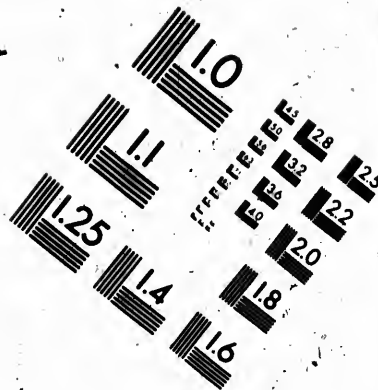
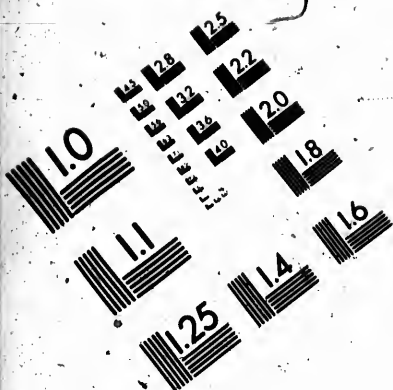




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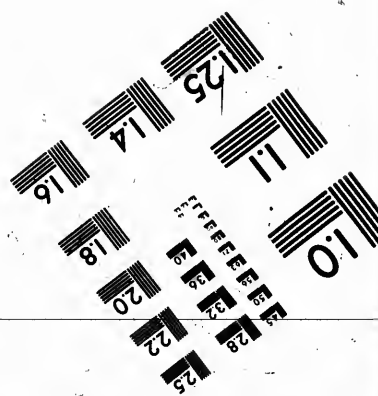
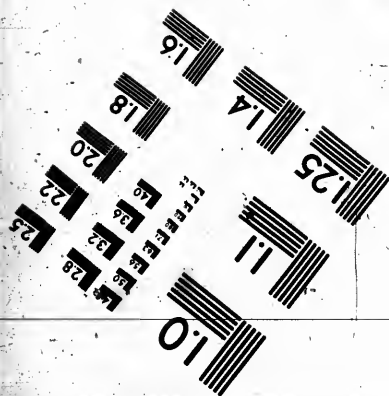
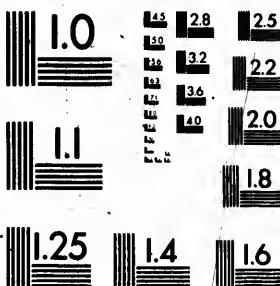
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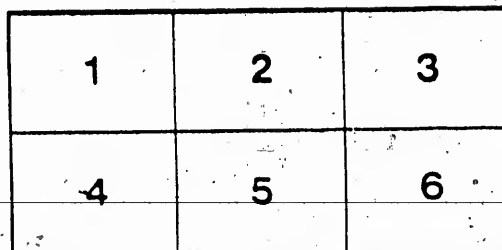
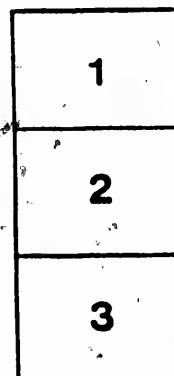
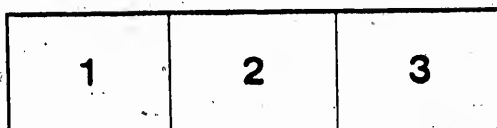
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# THE DAYS OF ADVANCE.

## BRITISH CIVILIZATION AS SHOWN IN SOME INSTITUTIONS.

### *Free Libraries and Water Supply Systems.*

INTERESTING FACTS GLEANED BY

## ALDERMAN MALLAM WHILE ACROSS THE SEA.

During May of the present year while on a visit to England, I caused enquiries to be made into various matters wherein we of the Province of Ontario are interested—matters which are now either contemplated in respect to their adoption, or which are in a state of development amongst us, and in regard to which facts and figures, resultant of experience, were supplied to me, calculated to give us both enlightenment and material advantage if they be duly digested and carefully applied in the solution of problems which affect us, and which must be apparent to all taking any real interest in public affairs. Amongst other matters which I have obtained official and therefore reliable information upon are the following:—

Free Libraries.

Public Water Supply.

Tramways.

Tramp Relief and Employment.

Though of a very compendious and varied character, I will endeavour to condense my information into as concise a compass as the merits of the respective subjects will allow; and with reference to all the chief facts and figures adduced or emphasized, any one who may be at all dubious can see them, or if deemed necessary, can examine personally the documents I possess. Amongst unbiassed, thoughtful ratepayers it is considered cheaper and safer to pay for the enlightenment than the ignorance of people, and better to induce working folk to spend their leisure time in

reading books, newspapers, &c.—if even altogether provided at the public expense—than to allow them, as per the old economically-idiotic plan, to stand at street corners, or ramble up and down sidewalks, or steep themselves in drink at nights.

### FREE LIBRARIES.

There are, I need hardly say, many libraries of this kind in the United Kingdom, chiefly in England; and some of them at any rate have attached other useful public and also free institutions in the form of Museums or Depositories of Art. I sought for information respecting these at Birmingham, Manchester, Bradford, Liverpool, Preston, Edinburgh and Dublin. Where in existence the libraries are rate-supported. An Imperial Act of Parliament gives permission to the ratepayers of any town or city in the United Kingdom, wherein there may be no public free library, to request the Mayor of such town or city to convene a public meeting of ratepayers for the purpose of taking into consideration the propriety of adopting the Act in question, and if a simple majority only are in favor of a library, then a levy, not exceeding one penny in the pound, may be made upon the ratepayers for the sake of forming and maintaining a free library. At

### BIRMINGHAM,

where, in January, 1879, a fire (accidentally caused) created sad havoc to the free library—“practically the whole of the reference library



with its special collections was lost, only one thousand volumes out of nearly fifty thousand having been saved" - there is much interest taken in the free library movement. The present number of volumes is 86,000; the reference library has recuperated itself wonderfully since the disaster named. It now includes 44,000 books; the monthly average of volumes lent out is 35,000; while the number consulted for purely reference purposes is on the average 21,600 per month. The library system here is of the divisional kind. It consists of one reference, two central lending, and six town branch lending libraries, with news-rooms attached. The maintenance is, of course, considerable, but the penny rate meets the expenditure - must do so. It realizes £8,000 a year, which sum supports the libraries and pays off the interest and proportion of the capital borrowed. At Birmingham there are also an art gallery and a museum under the management of the free library committee. They are partly provided by gifts and partly by purchased articles. And they are well patronized by the public.

#### MANCHESTER

has a fine free library system. It consists of seven divisional libraries, the total number of books being 147,631 - 64,077 for reference, and 83,554 for lending purposes. The monthly average of reference books consulted is 19,058 (this, at any rate, was the number referred to in March - the month quoted in the return I have procured), while the monthly average of books lent out (same month given) is 71,411. The total annual cost of books and maintenance is £11,000. The yearly cost of the newspapers, magazines, etc., of the reading-room department is £650. In connection with the free library system there is no museum department, but the inhabitants are not without gratuitous accommodation in this respect. They have, and for many years have had, certainly one very fine museum. I refer to that at Peel Park. It is a commodious, extensively patronized, well equipped museum, and I should say one of the most valuable and interesting in the United Kingdom.

#### BRADFORD.

This Yorkshire borough has a good free library, consisting of a central reference collection of books, a central lending department, and six divisional collections in different parts of the town, for the greater convenience of the inhabitants. According to the last issued annual report (for 1880) the reference portion of the library contains 11,152 volumes, the lending department 13,401 volumes, and other branches (that for patent specifications supplied by Government being, I should say, the chief) about 8,000 other books. The library was opened in 1872 for reference purposes; in the following year a lending department was added; and in 1874-5 the first of the divisional

places was opened. The total consultations of reference books last year was 217,598; the issues from the lending departments during the like period were 1,081,871; and the specification books were evidently fairly attractive, for during the year there were 11,355 consultations. The yearly cost of books and maintenance is about £3,000. In connection with the free library there are news-rooms for males and females. The cost of the newspapers, magazines, etc., supplied to the news-rooms is about £120 per year. The library rate of 1d. in the pound yields at present about £3,200 per annum. There is also in the town an art museum, established under the Public Libraries and Museums Acts, and since its opening on the 6th of December to the 11th of October - ten months within five days, and the latest period reported upon - the number of public visits was 132,261. With respect to

#### LIVERPOOL,

the questions I submitted for answers could not, for want of time, be replied to as they were formulated; but from the Town Clerk's office I received a copy of the last report issued. It is the 28th annual report, and brings matters down to the present year. From this I learn that "the history of this institution has been one of continued progress from its commencement, nor has the last year fallen short in any department of usefulness." It has a well patronized reference library; the average daily consultations during the past year being 2,057. The total number of volumes in the lending departments is 43,285, and the issues during the past twelve months have been 436,415. The daily average issue of magazines for the same period has been 231, or 65,056 in the aggregate; the average issue of weekly periodicals 213,975, or 760 per day. There is here as at other places a stock of "Patents for Inventions" volumes, which during the year have been consulted 13,913 times. There are many dictionaries at the library of which no statistics are taken. In connection with the library there is a large and magnificent museum, which, during the 213 days it was open last year had an average daily attendance of 1,948 visitors, and a beautiful art gallery which last year had an average daily attendance of 2,349. The contents of the former consist largely of given and loaned articles. Those of the latter are to some extent of a similar character. The building, I understand, with some pictures was a gift of Sir A. B. Walker. Exhibitions of pictures, independent of the ordinary stock on view, have been periodically held in this gallery, and have attracted much public attention; 84,650 of the 610,779 persons who went to the place last year being visitors thereof. In addition to the library, museum, and art gallery, an annexe for ethnological objects is now being constructed in the rear of the last named institution. The fact that this combination of



places receives the popular patronage which the figures indicate shows the way in which they are appreciated. Indeed, as a simple matter of common sense, they would not be kept open—certainly the free library and reading-room—if the ratepayers did not feel convinced that they were worth the money expended upon them.

#### PRESTON

has recently adopted the Free Libraries Act. In 1879 it opened a small free library for its inhabitants; the nucleus thereof being a lot of cheaply purchased books from a semi-moribund local place called the Preston Literary and Philosophical Institution. There are now in this free library 9,073 volumes: 200 being of the reference order. The monthly average of books referred to is 200; the monthly average of books lent out is 8,000. The annual cost of books and maintenance is £1,000, and the cost of news room per year is £60. Attached to the library is a reading-room, well stocked with newspapers, magazines, etc., and, like the library, chiefly patronized by working-class people. A small but neat and newly re-organized museum, free to the public, is located in a building belonging to the Corporation about a quarter of a mile off, and in immediate contiguity with it is a collection of books consisting largely of classical, historical, and biographical works, called "Dr. Shepherd's Library"—Dr. Shepherd, an old and now long-deceased local gentleman, being the generous bequeather of it to the town. This is chiefly a reference library, and gratuitous admission to it is obtained on the personal or written recommendation of any of the local aldermen. The general free library is situated in the Town Hall. By-and-bye a fine new building will be erected in Preston. Acting in conformity with discretionary powers invested in them as the trustees of a deceased local gentleman (Mr. E. R. Harris), they have, on condition that the Corporation will provide a suitable site, decided to give £90,000 for a new free library and museum building—£60,000 for building purposes, £15,000 for endowment, and £15,000 for reference books and works of art. The Corporation have decided to give the requisite site, the cost of which, in the demolition of rent-making premises, &c., will amount to several thousands of pounds. The money granted by the trustees in question for endowment, reference works, and museum articles will not meet the whole of the provisional and maintenance charges; the deficit in this respect will have to be met by the ratepayers, and thus far, though the times have for between one and two years been anything but prosperous or even promising, they have, with very rare exceptions, given no audible vent to anything like a grumbling spirit in reference to free library expenditure.

#### EDINBURGH

does not possess a free library, for this simple reason—it has already plenty of libraries, &c., virtually free to the public. It has also, as anybody who has seen its "sights" must know, plenty of free museum facilities. Through methods of its own and in consequence of its special character—nationally and educationally—the capital of Scotland has provided for its occupants means for mental improvement, recreation, &c., which other places, as a rule, can only hope to secure by the aid of such a legislative enactment as that which the Free Libraries Act constitutes.

#### IN DUBLIN

there are Collegiate, Professional, and Mechanics' Institute Libraries, but none of the popular free order. The only approach to the latter are the library of the Royal Dublin Society, transferred to the Government by "The Dublin Science and Art Museum Act" for the purpose of being developed as a National Library, and Marsh's Library, which consists chiefly of works pertaining to theology, ancient history, &c. As to museum facilities there are many in Dublin. A museum is part of the Science and Art Department. It is now maintained by Government. It is almost exclusively a Museum of Natural History, and admission to it is free. The admission to the University Museum is also free. Then there is a Free Botanic Museum at Glasnevin—also free. At the Royal Irish Academy there is also a Museum of Irish Antiquities. With these facts before us we can reasonably come to the conclusion that rate-supported libraries are appreciated in England, and there can be no doubt such libraries would be appreciated in Ontario if facilities were given to municipalities for their adoption. Toronto being the centre or headquarters in Ontario of law, literature, science, and art, ought, I submit, to promptly make a movement in this matter, and set an example to the Province by inaugurating a free library and museum scheme, and schools of design.

#### PUBLIC WATER SUPPLY.

Formerly private companies were the chief suppliers of water, where the supply was at all regular and systematic. Nowadays, and wisely so, in my opinion, Corporations have become the chief owners and controllers thereof. At

#### MANCHESTER,

where an immense extension is projected—where a scheme for getting an additional supply from Lake Thurlmere—nearly 100 miles north of the city—has been sanctioned, the water-works existing were commenced in 1847. The old water-works company's works were bought for £533,561; since then and up to the end of 1880 additional works, costing £2,388,205, have been made. The total consumption per day of

the city of Manchester is 18 million gallons. Within the city a compulsory domestic rate is levied whether the water is used or not. Outside the city boundary the supply is by agreement. Private wells, where they exist, are not interfered with; but owing to the purity of the water supplied by the Corporation, they are now almost entirely unused. As to the public water rate, it is 3d. in the pound, upon the poor's rate assessment on all property within the city, and is payable by the owner. The domestic rate is 9d. in the pound, basis being the previous assessment, on all dwelling-houses in the city. The minimum domestic charge is 5s. for internal and 4s. for external use. Shops connected with dwelling-houses are, unless the circumstances be special, charged the domestic rate. As a rule manufactories, public houses, hotels, brick crofts, livery stables, slaughter-houses, and warehouses, are supplied by meter, the cost of hiring and repairing said meter being regulated by its size, and ranging from 1s. per quarter under each head (that is, 1s. for hire and 1s. for repair) up to 17s. 6d. per quarter. There are special charges for lime-slaking, smithy fires, shippers, carriage cleaning, &c. The cost of the water supplied by meter is, for the first 1,000 gallons, 2s., with an increase of 2s. per 1,000 gallons up to and including 6,000, and with variations upwards; thus:—10,000 gallons, 18s. 8d.; 20,000, £1 15s.; 50,000, £3 17s.; 100,000, £6 9s.; 150,000, £8 15s.; 200,000, £10 19s. 2d.; 300,000, £14 15s.; 500,000, £20 17s. 1d.; 750,000, £26 5s. 11½d.; 1,000,000, £30 19s. 8½d.; 2,000,000, £47 5s. 3½d.; 3,000,000, £60 13s. 6d. All quantities above 3,000,000 gallons per quarter are charged for at the rate of 4.85 pence per thousand gallons. The charge for domestic dwellings beyond the limits of the city is 1s. in the pound on the rack rent, and no cottage is charged less than 8s. per annum. For trading purposes the charges are, the same as those in the city. I have gone thus extensively into the Manchester system because it is one of the greatest as it is also one of the most important in the United Kingdom. It has at present eleven reservoirs, with a total area of 603½ acres, and an aggregate capacity of 4,544,000,000 gallons; and at Audenshaw and Denton it has other reservoirs in course of construction or finished with a total capacity of 1,860,000,000 gallons. The total income last year was £196,696.

#### PRESTON

has an excellent water service—for the size of the town, perhaps, a service unexcelled for quality and quantity in the world. The works are owned by the Corporation. They were established in 1832, remained the property of a private company till 1854, and were then purchased by the Corporation. The total cost of construction up to May, 1881, had been £329,357. The total capacity of the reservoirs is

264,857,902 gallons, and the total daily consumption about 3,000,000 gallons. The inhabitants are compelled to take the water. Private wells are allowed; but if the water be not fit for domestic purposes, the authorities compel the town's water to be taken. Last year the total income from the water service was £17,243 7s. 11d. The scale of charges for dwelling-houses, shops, and offices is based upon the rateable value, ranging from a total yearly charge where the rateable value is £10 of 11s. 8d. upon a house, 11s. 8d. upon a shop with a house attached, and 5s. 10d. upon a lock-up shop or office. Where the rateable value is £200, the sum of £3 7s. 1d. upon a dwelling-house, £2 upon a shop with house attached, and £1 for a lock-up shop or office. For public houses with stabling, beer houses, building purposes etc., there are special rates. Where the consumption of water is great, as for manufacturing and the like purposes, meters are used, the Corporation supplying and fixing them, and charging for the work of fixing as also for the use and repair thereof. The rate for 1,000 gallons thus supplied is 5s. with an increase of 1s. per 1,000 gallons up to 12,000. For 100,000 gallons the price is £2 16s. 8d.; 200,000, £5 2s. 6d.; 500,000, £12; 1,000,000, £21 17s. 11d.; 2,000,000, £40 12s. 6d.; and 3,000,000, £59 17s. 11d. The meter rent is additional; so are the repairs; and the money due in respect to water consumed, meter charges, etc., is periodically collected by one of the officials of the Corporation. In reference to houses, shops with houses attached, and lock-up shops or offices, where the rateable value is below £10, the water scale charge, if paid within two months after the first demand is 1s. in the pound.

#### EDINBURGH

The Edinburgh water-works are owned by the Corporations of Edinburgh, Leith, and Portobello. They were commenced in 1819, and new works were made in 1874, the total cost of construction being £1,073,468 7s. 8d. The total capacity of the supply reservoirs is 2,658,319,000 gallons. The total daily consumption is 11,167,000 gallons. The charge for domestic purposes is 9d. in the pound, and for manufacturing purposes 9d. per 1,000 gallons. Private wells are not allowed for any purpose, and the inhabitants of Edinburgh, Leith, and Portobello are compelled to take the corporate water. Last year the total income from the water service was £63,031 7s. 1d. The water-works at

#### DUBLIN

are owned by the Corporation, and they were made in 1863, at a cost of £680,000. The capacity of the storage reservoir is 2,374,358,344 gallons; the capacity of the two service reservoirs is 83,018,350 gallons, so that the aggregate capacity is 2,457,376,694 gallons. An additional reservoir for service purposes is now

being completed. The total daily consumption is 14,000,000 gallons. With respect to water charges it is, for domestic purposes 1s. in the pound on the Government valuation of the premises, while the charge for manufacturing purposes is 1s. per 1,000 gallons. The inhabitants are not compelled to take the corporate water, and private wells are here allowed. Last year the total income from the water service was £63,000.

#### TRAMWAYS.

After the Birkenhead tramway, with which Mr. G. F. Train, a somewhat well-known gentleman, was connected, that of

#### LIVERPOOL

was constructed—the first in any large commercial town in England, having been made in 1868-9 by Messrs. Fisher & Parish, of Philadelphia. The present length of tramway in use is about 10 miles; but by-and-by there will be a great—an enormous extension. The city authorities are now constructing about 60 miles of additional tramway, the cost of which will be in the city something like £6,000 per mile, and in the out townships, traversed or run into, about £4,500 per mile. The present lines are worked on a lease for 17 years, by the United Tramway and Omnibus Company. This Company has virtually a monopoly as to the working, for two or three different companies could not work in harmony. The road is kept in repair by the city authorities, and it has to be level with the general surface of the thoroughfares along which it runs. The tram-cars are constructed to carry, on the average, 18 inside and 18 outside passengers each; the new cars are on what are termed the Bogie principle, similar to Eads' Patent Manchester Tram Cars. The Company pay to the Corporation ten per cent. on the cost of construction. No overcrowding allowed.

#### PRESTON.

Here the tramway system is in an incipient or beginning stage. A few years ago a private company was permitted by the Corporation to obtain an Act of Parliament to construct a section of tramway—two and a half miles long—on the north-eastern side of the town. Afterwards the company applied to the Corporation for permission to obtain an extension, or rather for the concurrence of the Corporation in an application to Parliament, by the Company, for powers to extend the tramway in other parts of the borough. But though very tempting offers were made—not only the usual and necessary offer to keep the tram-roads in proper repair, after construction, but offers to make the said roads subject to the approval of the corporate engineer or surveyor, and after a certain period had elapsed, five or seven years, to give up the ownership of the roads, if desired, to the Corporation at a fair and reasonable valuation—yet the Corporation—so bent

were they upon retaining the greatest possible control over their own town thoroughfares—would not listen to any of the proposals made, and last year they got Parliamentary powers to construct a very lengthy and very important series of tram-lines—lines which will run right through the town, east and west, for about three miles, and by divergences or junctions, north, south and west—several more miles. The extensions have not yet been commenced, and if ever really gone on with and completed the Corporation will be obliged to lease the working of them. Parliament gives corporations absolute control over the thoroughfares of boroughs—public thoroughfares, I mean—and furthermore gives them an absolute voice as to whether tramways shall or shall not be constructed therein, and if agreed to—approved of—says that they can either make such ways themselves or get the work done by others; but, when made, corporations are not allowed to do the working themselves—that has to be hired out on limited or continual lease, as the corporations may feel disposed, to private horse-owners or livery companies. The case of Preston raises points of interest in the tramway question, and this must be my excuse for dilating thus lengthily upon the matters named. Reverting to what has been already done there, I may remark that the two and a half mile section—made under the special circumstances enumerated, and by virtue thereof worked by the formative company—was constructed in 1879 by Messrs. Jay & Co., Bishopsgate-street, London, contractors, and that its cost was at the rate of £6,500 per mile; that it is kept in repair by the company; that the corporation have a guarantee under Act of Parliament necessitating this; that the tramway is level with the roads it runs along; that the cars have only inside accommodation; and I am informed that sometimes, on special occasions, when the weather is inclement, they are inconveniently filled. Ordinarily, however—this is the opinion of an independent observer—they are not overcrowded; and so bent upon fair accommodation is the English spirit that it would not put up with anything of the kind—overcrowding—if there were any likelihood of its becoming at all systematic.

#### GLASGOW.

Here there are 20 miles of tramway in working order, and additional lines are being formed. The tramway was constructed by the Corporation, and the first section was made and opened in 1872. The cost of the lines now in course of formation is about £8,500 per mile. The tramway in present use is worked by the Glasgow Tramway and Omnibus Company, Limited; that Company keeps the road in repair; and for the due performance of this the corporation have security to the extent of £60,000. The Company has a lease of the lines for 23 years

The tramway rails are level with the general thoroughfares gone over; and with respect to the cars they each are made to carry 40 inside and 40 outside passengers, and overcrowding is prevented.

#### EDINBURGH.

In the capital city of Scotland there are 13 miles of tramway, 10 miles being laid with double lines and three with single ones. They were constructed by a Company from 1871 to 1874; the cost of constructing the single line road was £5,200 per mile. The tramway is worked and kept in repair by a Company. The Corporation by the revisions of general and special acts have a guarantee that this will be done. The Company in question has a 21 years' lease of the lines. The tramway is level with the general roads. The cars accommodate from 30 to 40 inside and outside passengers, and overcrowding is not permitted.

#### DUBLIN

has a remarkably fine tramway system. It was promoted by three separate companies, was constructed for them by contract, the first tramway in 1871 and the last in 1879, and it is worked and kept in repair by the Dublin United Tramway Company—the three originally promoting bodies alluded to. The total length of the tramway is about 31 miles—say 23 miles of double and 8 miles of single line. As to repairs, the city authorities, by clauses in Acts of Parliament, have a guarantee that they will be made by the United Tramway Co. Similar clauses give the same authorities power to purchase the lines. The tramways are level with the main surface of the roads run on. Almost all the cars carry outside as well as inside passengers. The cars vary in size, but the majority can accommodate 21 inside and 20 outside. For special work, where the passengers are not so numerous, and the road gradient difficult, smaller cars are used. Under Act of Parliament, the Board of Trade prevent overcrowding, and I am told that any attempt to overcrowd the cars would be the subject of an inquiry before the city magistrates, who would undoubtedly inflict a fine if overcrowding were proved.

#### TRAMPS.

From important unions in five great English counties, either connected with great centres of population which are chiefly attractive to vagrant wayfarers, or on leading roads likely to be gone over by tramps, and which may fairly be taken as representative, I have obtained information under this head. The unions of my selection were those of Manchester, Liverpool, Preston, Leeds, Stafford, Carlisle, and Newcastle-on-Tyne. Bread and gruel or broth are the food they are supplied with, and when they stay all night they receive supper

and breakfast, males, as a rule, having eight ounces of bread for each meal, in some instances six ounces and a pint of gruel for breakfast; while females have chiefly six ounces of bread with a pint of gruel for supper and the same for breakfast. Children have bread and gruel in proportion to their age. Casual wards in or adjoining the workhouses are set apart for their accommodation. In stone-breaking (for males) and oakum-picking (for females) they are mostly employed. Here and there females are employed in cleaning, washing, and scrubbing. In the Manchester Union the male tramps have each to grind four pecks of Indian corn or pick one pound of unbeaten oakum. Where stone-breaking is resorted to for males, the quantity to be broken by each appears to be 3 to 5 cwt. In the cases where females have to pick oakum the regulation quantity is half a pound, and the oakum is of the "unbeaten" kind. At the different unions specified the plan adopted in respect to both males and females is generally satisfactory, the only exceptions being Leeds and Newcastle-on-Tyne. At the former the plan is deemed to be "not sufficiently deterrent"; at the latter I have simply been able to extract a mere negative. The official communicated with, in reply to the question as to whether the plan is satisfactory, simply says "No," and he says this afterwards, as to whether he could suggest any better plan, "I think I could," but he does not say what it is. The general hours of admission to the tramp wards vary from 4 p.m. to 9 p.m. As to the average number of tramps admitted the following figures, given in detail, may be interesting:—Manchester, 293 weekly for the year ended March 1881; Liverpool, 78 per week for the past 12 months; Preston, 150 per week; Stafford, 119; Carlisle, 70; Newcastle-on-Tyne, 100; Leeds, 236 weekly. At Manchester, Stafford, Newcastle, and Leeds the system is not self-supporting; at Carlisle and Preston it is; at Liverpool it has not been ascertained how matters stand in this respect. With reference to stone-breaking—the most frequently resorted to kind of labour for male tramps—I may here add a few remarks based upon information supplied to me by a north Lancashire gentleman. In the Garstang Union—a poor law section between Preston and Lancaster—traversed by the great north-western highway connecting England with Scotland, and much frequented by tramps—numerous wayfarers put in an appearance; and last year a question arose as to the propriety of giving tramps, indiscriminately, stones to break. A local magistrate, by way of testing the system—according to his own standard—went to the workhouse one forenoon, sat down—with coat off and shirt sleeves up—in front of one of the customary heaps of stones which tramps have to smash; toiled away for a considerable time,

and ultimately finished the lot ; but he was so "used up"—his hands were so blistered, the muscles of his arms so strained, that he vowed this was far too severe a test for, at any rate, unprofessional tramps ; that not a few of the unfortunate "casual" class, whose hands were not hardened to this sort of work should have a less quantity of stones to break, or work of some other kind provided. But he seemed to forget that this system constituted a good deterrent ; that if once relaxed, the majority of the vagrants would be wanting to participate in the lenity ; and that whilst it might operate harshly upon a few, it would have a salutary effect upon the majority by causing them to avoid the place where it was in force, or inducing them to think about the propriety of obtaining subsistence in a more personally creditable manner than by pauper stone-breaking. Of course there should be nothing in the shape of positive cruelty—nothing inhuman—resorted to for the "benefit" of able-bodied paupers ; but depend upon it a fairly large heap of stones to break is one of the best deterrent doses which can be administered. The hard-working, thrifty ratepayer, as well as the indifferent, nomadic vagrant has to be con-

sidered in this matter ; while the wayfarer must not be ill-used, his—the ratepayer's—resources and position must be respected ; and thus is forced upon us the conviction that in the treatment of tramps—certainly able-bodied males—there must be no weak, simpering, sentimental humanitarianism indulged, and that whether it pays or not, the English system involves a measure of deterrence well calculated to minimize wandering vagrancy, and to protect the interests of ratepayers. The experience of England—by no means a small experience—points to the efficacy of this system ; the methods of treatment enumerated are typical of the regulation methods enforced or directed to be applied throughout the country ; and though they may not be perfect—what human method is ?—and may, as time goes on, be supplanted by plans better calculated to secure what I may term the dual rights of ratepayers and tramps, they are the most effective which can be fairly thought of, and are the resultant of a long, comprehensive, and practical experience in the Mother Country, and are unquestionably entitled to our careful and earnest consideration.



